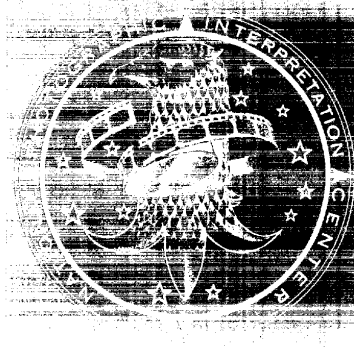


NO FOREIGN DISSEM [REDACTED]

PHOTOGRAPHIC INTERPRETATION REPORT



REOPENING OF  
ENEMY ROAD NET  
LAOS PANHANDLE

NPIC/R-110/69  
DECEMBER 1969

Declass Review by NIMA/DOD

GROUP 1: EXCLUDED FROM  
AUTOMATIC DOWNGRADING  
AND DECLASSIFICATION

W A R N I N G

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25X1C

PHOTOGRAPHIC INTERPRETATION REPORT

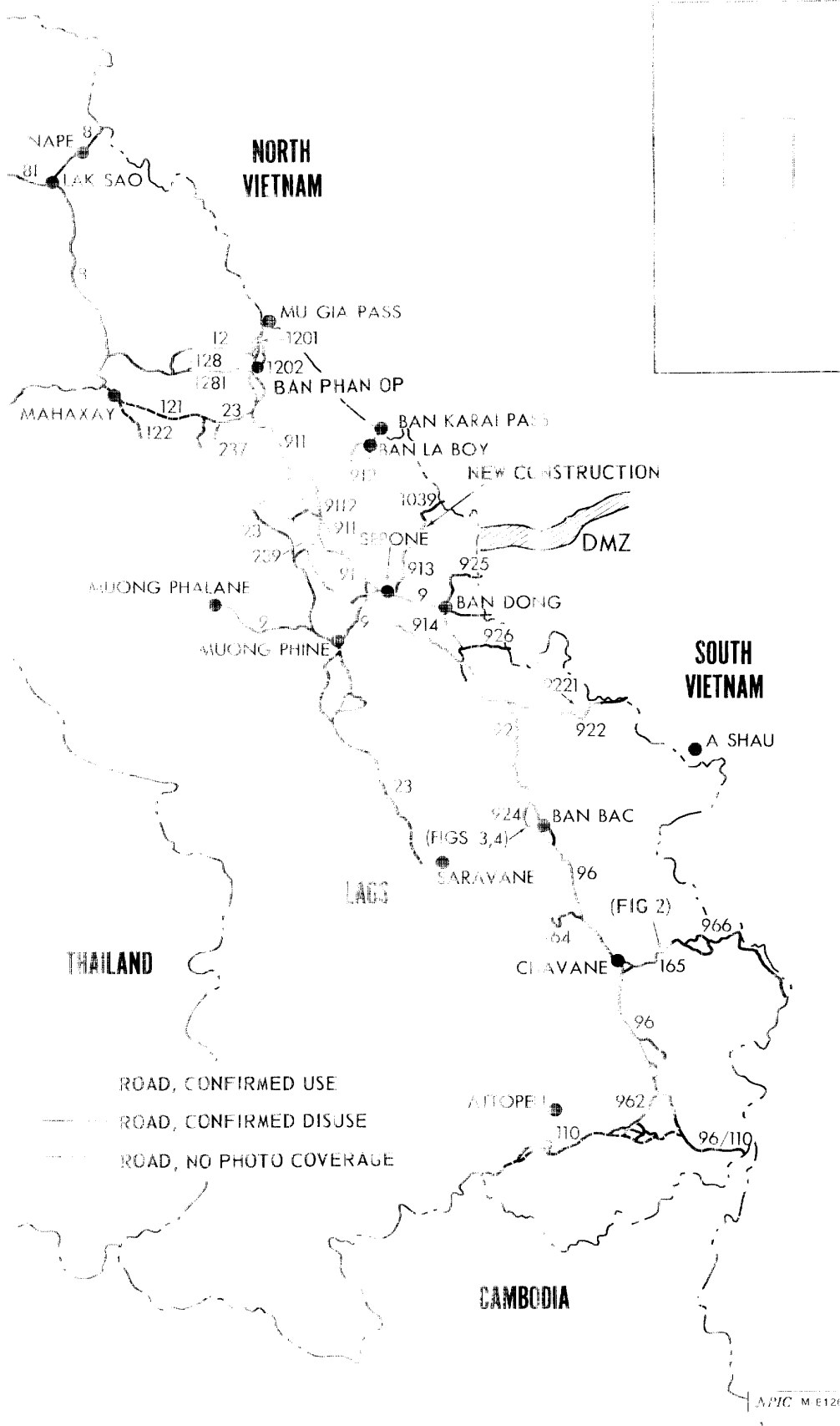
# REOPENING OF ENEMY ROAD NET, LAOS PANHANDLE

DECEMBER 1969

NATIONAL PHOTOGRAPHIC INTERPRETATION CENTER

NO FOREIGN DISSEM

25X1C



MAP 100,000, 1:100,000, 1:100,000

25X1C

NO FOREIGN DISSEM

REOPENING OF ENEMY ROAD NET, LAOS PANHANDLE

25X1D Enemy road nets in the Laos Panhandle (Figure 1) are being reopened following the rainy season. The main corridor from the Mu Gia Pass area south to Route 110 in the tri-border area is being used and a new potential logistics corridor is observed under construction in Laos west of the Vietnam DMZ on photography through [REDACTED]

25X1D The Ho Chi Minh Trail was completely closed in [REDACTED] for the first time since it was built (Figure 2, Route 165). This was because of the unusually heavy rains, especially during the early part of the rainy season, and the increased number of bombing sorties as compared to last year.

25X1D In [REDACTED] only small segments of the road net were reopened for local traffic. However, during [REDACTED] and the first week of [REDACTED], a concerted effort to reopen the entire network was undertaken (Figure 3, Route 165). [REDACTED] 25X1D [REDACTED] moderate to heavy use of the Mu Gia and Ban Karai Pass roads was evident. The southern roads, Routes 922, 92, 96, and 165, appeared to be only lightly used. It appears that the alternate routes and bypasses, as well as the main roads, are being reopened. For example, two bypasses at Ban La Bay have been reopened, with initial improvement observed on a third. However, there is no evidence of construction of new storage and truck park areas along the infiltration network.

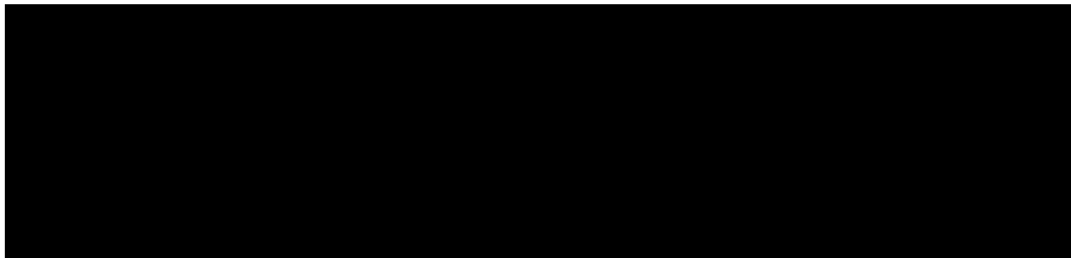
25X1D The Route 8 corridor remains unused, although the road is generally in good condition, with the exception of large landslides on its southern segment. Reconstruction has been completed in the Ban Phan Op/Mu Gia Pass area. Landslides and interdictions at Point Foxtrot just northwest of Sepone on Route 91 are about two-thirds cleared, but traffic is still using the western bypass. Route 964 remains closed with no repair work evident, possibly indicating decreased activity in the Se Kong logistics system. The access into the tri-border area which is the junction of Routes 96 and 110 had not been used as of [REDACTED]

West of the Vietnam DMZ new construction has nearly linked Laotian Routes 913 and 1039. A six-mile alternate and parallel road immediately east of Route 1039 has been started. Only about one more mile of construction is necessary to connect Routes 913 and 1039, which would provide an additional capability of moving material from North Vietnam into Laos. This would enable the enemy to use the well-maintained, safe routes in the North Vietnam Panhandle to shuttle supplies through and around the DMZ. POL pipeline construction in this same area also indicates the emphasis being placed on this corridor by the North Vietnamese.

REFERENCES

IMAGERY

25X1D



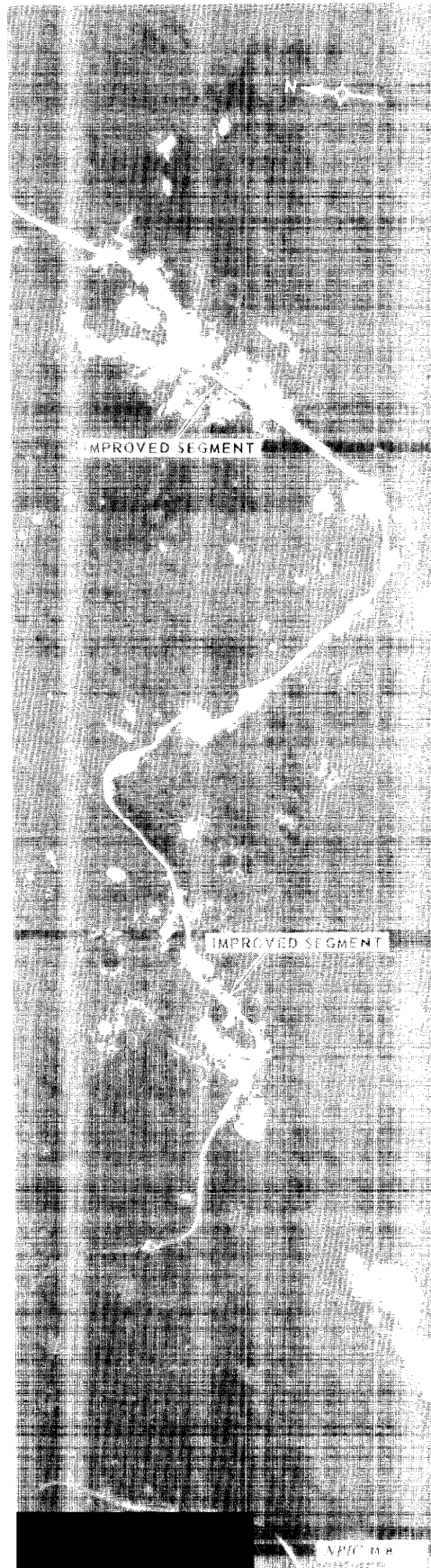
MAPS/CHARTS

AMS Map, Series 1501, Sheets NE 48-6, 7, 11, 15, & 16, and ND 48-4, & 8, scale 1:250,000

NPIC Project 250623



25X1D



25X1D

